ORIGINAL

Code 015
20 SEP 1967

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

THIRD ENDORSEMENT on TRARON TWO, accident, ser 1-68A, concerning T-28C, BuNo 140655, of 8 Aug 1967, pilot KAUFMAN

From: Chief of Naval Air Training
To: Commander, Naval Aviation Safety Center

Subj: Aircraft accident report; forwarding of

1. Forwarded, concurring in the conclusions and recommendations of the Aircraft Accident Board and the action taken in the second endorsement.

F. J. Moore, Jr.

F. T. MOORE, Jr.
Chief of Staff

Copy to:
COMNAVAIRSYSCOM
DIRAFIP
CNABATRA
COMNAVPLANTREPO COLUMBUS
CO TRARON TWO

ORIGINAL

Code 015
11 SEP 1967

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

SECOND ENDORSEMENT on TRARON TWO AAR Ser 1-68A, concerning T-28C, BuNo 140655, occurring 8 August 1967, Pilot: KAUFMAN

From: Chief of Naval Air Basic Training
To: Commander, U. S. Naval Aviation Safety Center
Via: Chief of Naval Air Training

Subj: Aircraft Accident Report; forwarding of

1. Forwarded concurring with the conclusions and recommendations of the Aircraft Accident Board.

(b) (5)

[redacted]

D. H. GUINN

Copy to:
NAVAVNSAFCEN (2 direct)
NAVAIRSYSCOMHQ
NAVPLANTREPO Columbus
TRARON TWO
Director AFIP

1 September 1967

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

FIRST ENDORSEMENT on TRARON TWO AAR 1-68A, concerning T-28C, 140655, occuring 8 August 1967, Pilot Kaufman.

From: Commanding Officer, Training Squadron TWO
To: Commander, U. S. Naval Aviation Safety Center

Via: (1) CNABATRA
(2) CNATRA

Subj: Training Squadron TWO AAR 1-68A, forwarding of

1. Forwarded concurring with the findings, conclusions and recommendations of the Aircraft Accident Board.

A. B. DAVIS

AIRCRAFT ACCIDENT REPORT
OPNAV FORM 3750-1A (Rev. 3-63) Pre[redacted]

SPECIAL HANDLING REQUIRED in accordance with Para. 66, OPNAV INSTRUCTION 3750.6, [redacted] edition

OPNAV REPORT 3750-1

PART I GENERAL

SECTION A. IDENTIFICATION

1. AIRCRAFT ACCIDENT BOARD APPOINTED BY *	2. SERIAL NO. *	3. DTG (LOCAL) OF MISHAP *	4. MODEL AIRCRAFT *	5. BUREAU NUMBER *
C.O. TRARON TWO	1-68A	082240 R	T-28C	140655

6. *	9. LOCATION OF MISHAP *	10. DAMAGE *
TO: Commander, Naval Aviation Safety Center	1 MILE NORTH NAAS WHITTING FLD	ALFA

7. VIA: *	N/#	11. TIME OF DAY *	12. TIME IN FLIGHT *	13. FLIGHT CODE *
CNABATRA CNATRA	N/A	NIGHT	0+02	3D1

14. CLEARED FROM: NAAS WHITTING FLD TO: NAAS WHITTING FLD

15. TYPE CLEARANCE *	16. AIRSPEED	17. A/C WEIGHT
VFR LOCAL	180 (EST)	7862

18. BRIEF DESCRIPTION OF MISHAP *	19. ELEVATION AT TIME OF MISHAP
UNCONTROLLED COLLISION WITH GROUND	S.L. 200' TERRAIN 0

20. LIST MODEL, BUNO, REPORTING CUSTODIAN AND DAMAGE CLASSIFICATION OF ANY OTHER A/C INVOLVED (Complete OPNAV Form 3750-1 for each A/C) *

NONE

(b) (5) [redacted]

SECTION C. PERSONNEL DATA

1. NAME (Last, first, & middle initial) *	2. BUNO/ DATE	3. [redacted]	4. [redacted]	5. [redacted]	6. AGE	7. [redacted]	8. BRANCH	9. [redacted]	10. [redacted]
PILOT (at controls at time of mishap) KAUFMAN, MARK R.	ENS	(b) (6) [redacted]		USNR	21	0	STUDENT	F/C	ALFA
CO-PILOT (Identify & submit separate page 2)									

PILOT EXPERIENCE IN HOURS

ITEM			ITEM		
11. ALL MODELS		135	17. CV LANDINGS DAY/NIGHT	ALL	0 / 0
				IN MODEL	0 / 0
12. ALL MODELS IN LAST 12 MONTHS		135	18. FCLP LANDINGS LAST 6 MONTHS DAY/NIGHT	ALL	0 / 0
				IN MODEL	0 / 0
13. ALL MODELS IN LAST 3 MONTHS		59	19. INSTRUMENT HOURS LAST 3 MONTHS ACTUAL/SIMULATED	ALL	17 / 17
				IN MODEL	1 / 16
14. ALL SERIES THIS MODEL	A/C	107	20. NIGHT HOURS LAST 3 MONTHS	ALL	9 /
	OFT/CPT	0 / 20 EST		IN MODEL	9 /
15. ALL SERIES THIS MODEL LAST 12 MONTHS	A/C	107	21. TOTAL HOURS IN JETS (if jet mishap) HELOS (if helo mishap)		0
	OFT/CPT	0 / 20			
16. ALL SERIES THIS MODEL LAST 3 MONTHS	A/C	59	22. LAST PRIOR FLIGHT ALL SERIES THIS MODEL	DATE	3 AUG 1967
	OFT/CPT	0 / 0		DURATION	3.0
23. DATE/GRADE LAST NATOPS STAN/EVAL/QUALIFICATION CHECK		N/A	24. TYPE INSTRUMENT CARD		NONE

OTHER PERS.*

25. NAME (Last, first, & middle initial) *	26. [redacted]	27. [redacted]	28. [redacted]	29. [redacted]	30. [redacted]	31. [redacted]	32. [redacted]	33. [redacted]
NONE								

AIRCRAFT ACCIDENT REPORT
OPNAV FORM 3750-1A (Rev. 3-63) PAGE 2

SPECIAL HANDLING REQUIRED In accordance with Para. 66, OPNAV INSTRUCTION 3750.6 current edition

OPNAV REPORT 3750-1

PART II MAINTENANCE, MATERIAL AND FACILITIES DATA

A. A/C HISTORY

1. DATE OF MANUFACTURE	2. FLIGHT HRS. SINCE ACCEPTANCE	3. NO. OF PAR/OVERHAUL	4. MONTHS SINCE LAST PAR/OVERHAUL	5. FLT. HRS. SINCE LAST PAR/OVERHAUL	6. LAST/PAR OVERHAUL ACTIVITY	7. TYPE OF LAST CHECK PERFORMED	8. FLIGHT HOURS SINCE LAST CHECK	9. DAYS SINCE LAST CHECK
13 MAY 1957	4453	3	5	236	PNS	CALENDAR ODD	104	82

B. ENGINE HISTORY

	1. ENGINE MODEL	2. ENGINE SERIAL NUMBER	3. FLIGHT HRS. SINCE ACCEPTANCE	4. NUMBER OF OVERHAULS	5. WAS DIR. REQUESTED?	6. FLT. HRS. SINCE LAST OVERHAUL	7. LAST OVERHAUL ACTIVITY	8. TYPE OF LAST CHECK PERFORMED	9. FLIGHT HOURS SINCE LAST CHECK	10. DAYS SINCE LAST CHECK
(1)	R1820 -86A	520333	3470	5	YES	134	PNS	CALENDAR ODD	104	82
(2)										
(3)										
(4)										

C. COMPONENT HISTORY

	1. COMPONENT INVOLVED NOMENCLATURE	2. MANUFACTURERS PART NUMBER	3. TOTAL HRS. ON PART	4. NO. OF OV-HAULS	5. HOURS SINCE LAST OVERHAUL	6. OVERHAUL ACTIVITY	7. WAS DIR. REQUESTED?	8. SER. NO. PUR/AMPEUR
(1)								
(2)								
(3)								
(4)								

D. INCIDENTS & GROUND ACCIDENTS

1. PARTS REPAIRED		3. DIRECT MANHOURS INVOLVED	2. PARTS REPLACED	
PART NUMBER	NOMENCLATURE		PART NUMBER	NOMENCLATURE

E. ENGINE FAILURES

JET ENGINE FLAMEOUT (Include intentional securing to prevent engine damage)

AT TIME OF FLAMEOUT	1. ALTITUDE	2. IAS	3. RPM	4. EGT	5. MANEUVER AT TIME OF FLAMEOUT	6. FUEL FLOW	7. ATTITUDE

8. G FORCES	9. RELIGHT ☐ ATTEMPTED ☐ ACCOMPLISHED	10. ALTITUDE	11. IAS	12. MAX EGT	13. FUEL CONTROL ☐ PRIMARY ☐ MANUAL	14. NO. RELIGHT ATTEMPTS

INTENTIONAL SECURE	15. ENGINE SYMPTOMS	16. CAUSE OF SYMPTOMS

RECIPROCATING ENGINE FAILURE

17. ALTITUDE	18. IAS	19. ATTITUDE	20. RPM	21. MAP	22. TORQUE/BMEP	23. FUEL FLOW PRESSURE	24. OIL PRESSURE

INTENTIONAL SECURE	25. ENGINE SYMPTOMS	26. CAUSE OF SYMPTOMS

F. OTHER REPORT

IDENTIFY OTHER REPORTS CONCERNING THIS MISHAP

1. AMPEUR SERIAL NUMBER
2. DIR MESSAGE REQUEST DATE-TIME-GROUP 092001 Z AUG 67
3. OTHER PRELIMINARY MESSAGE DTG 090650 Z AUG 67
4. SUPPLEMENTARY MESSAGE DTG 092358 Z AUG 67
DIR REPLY: NAVAIREWORKFAC PNCLA 221956Z AUG 67

AIRCRAFT ACCIDENT REPORT
OPNAV FORM 3750-1A (Rev. 3-63) [redacted]

SPECIAL HANDLING REQUIRED in accordance with Para. 66, OPNAV INSTRUCTION 3750 [redacted] series edition

OPNAV REPORT 3750-1

G. SHIPS DATA

1. EQUIPMENT INVOLVED ☐ CATAPULT ☐ ARRESTING GEAR	2. PRESSURE SETTING	3. WIND OVER DECK	4. RELATIVE WIND	5. APPROACH/END SPEED

6. MARK NUMBER	7. MODEL NUMBER	8. LOCATION OF SHIP	9. LAUNCHING BRIDLE AND BRIDLE ARRESTER

10. CATAPULT/ARRESTING GEAR BULLETINS OR NOMOGRAMS USED

11. This portion shall be completed whenever (1) an aircraft accident involves arresting gear barrier and/or barricade equipment, or (2) an aircraft accident involves malfunctioning of arresting gear, barrier and/or barricade equipment. Incidents or routine damage to cables, weldings and other expendable equipment need not be reported herein.

ENGAGED	12 DECK RUNOUT (FEET)	13. RAM TRAVEL (INCHES)	14. CONTROL VALVE SETTINGS CONSTANT PRESSURE DOME (P.S.I.)	CONSTANT PRESSURE RATIO	CONSTANT RUNOUT (WT. LBS.)	15. ACCUMULATOR PRESSURE (PSI)	16 COMMENTS (for cable failures specify no. landings and months in service)
DECK PENDANT							
DECK PENDANT							
BARRIER/ BARRICADE							

H. DEPLOYMENT

FOR ACCIDENTS ABOARD CARRIERS (complete on pilot)

1. DATE DEPLOYED CONUS	3. DAY HOURS/LANDINGS SINCE DEPLOYMENT	4. DAY HOURS/LANDING LAST 30 DAYS
2. NO. DAYS OPERATING PERIOD		
5. INST. HOURS LOGGED SINCE DEPLOYMENT ACTUAL/SIMULATED	6. NIGHT HOURS/LANDINGS SINCE DEPLOYMENT	7. NIGHT HOURS/LANDINGS LAST 30 DAYS

I. WEATHER

WEATHER AT SCENE OF MISHAP

1. CEILING	2. VISIBILITY	3. RELATIVE WIND DIRECTION AND VELOCITY	4. TEMPERATURE RUNWAY / OUTSIDE AIR	5. DEW POINT	6. ALTIMETER SETTING
12,000	5	100° 3 KNOTS	82	76	29.98

7. OTHER WEATHER CONDITIONS (winds aloft, icing level, sea state, density altitude, as appropriate)

PART III ADDITIONAL INFORMATION

PART	SECTION	ITEM	1. REMARKS	2. COPY DISTRIBUTION
				2CC NAVAVNSAFECEN DIRECT (MAR)
				1CC NAVAIRSYSCOM HQ
				1CC CNABATRA
				1CC CNATRA
				1CC NAVPLANTREPO COLUMBUS
				1CC DIRECTOR AFIP
				1CC TRARON TWO FILES

COST DAMAGE TO:	3. GOVERNMENT PROPERTY	4. PRIVATE PROPERTY	5. DATE SUBMITTED TO CO
	NONE	$400 (EST)	28 AUGUST 1962

PART IV SIGNATURES OF THE BOARD

1. SIG [redacted] (b) (6)
(b) (6) LCDR TRNG ADMIN UNIT BILLET

2. MEM [redacted] (b) (6)
(b) (6) LCDR MAINT. CONTROL UNIT BILLET

[redacted] (b) (6)
(b) (6) [redacted] LT AVIATION SAFETY UNIT BILLET

* When preparing Incident and Ground Accident reports, items indicated by an asterisk in the upper right hand corner must be filled in. Other items considered appropriate should also be filled in.

OP-03F

THE ACCOUNT

PART V THE ACCIDENT

T-28C, Buno 140655, side number 2G-274 was scheduled for a Night Navigation Two hop, a VFR round-robin, on the night of 8 August 1967. The pilot, Ens Mark R. Kaufman, along with the other students were briefed for their flight by Lt (b) (6) (Enclosure 8). The brief covered taxi, take-off and climbout instructions in accordance with T-28 Flight Training Instructions for night flying (CNABT P-277 Rev. 4-67).

The Alfa route was to be flown as follows: Whiting to Andalusia (A-1) to Bay Minette (A-2), to Whiting, to Greenville (A-3), to Bay Minette (A-4), to Whiting (destination), for a total time of 2.5 hours. The runway in use was runway 31, requiring a right turn after take-off of approximately 60° to the on-course heading.

Pre-flight, turn up and taxi was normal. The launch was commenced at 2231 R. Three night space pilots (instructors who check student's aircraft over each point with call signs of A-1, A-2, etc.) were launched in 2G-306, 2G-310, and 2G-301. The first student in 2G-272 was then launched followed by the fourth space pilot in 2G-309 (Enclosure 9). The second student was launched at 2237 R. 2G-274 reported his second magneto check satisfactory and take-off check list complete (Enclosure 10). He was then given a flashing green light by the Runway Duty Officer clearing him onto the duty runway. After a two minute interval was established 2G-274 was given a steady green light by the RDO clearing him for take-off. 2G-274's take-off was normal at 2239 R and a climb to enroute altitude was commenced. After reaching approximately 500 feet

altitude, the aircraft commenced a right turn. The nose was observed to fall and the aircraft entered a diving right turn (Enclosures 11, 12, 13). Contact with the ground was made at 2240R and the aircraft exploded on impact. First contact with a stationary object occured when the aircraft brushed through the top of a pecan tree 237 feet prior to impact with the ground (Enclosure 1). First ground impact was made with the stbd wing tip. The aircraft attitude at this time is estimated to be 30° right bank and 20° nose down, airspeed at 200 knots, with a heading of 055° (Point A, Enclosures 2 and 3). The aircraft nose began a slight movement to the right and the wing attitude started a rotation from right to left. The nose impacted 82 feet beyond the initial poing of touchdown, scooped out a trough 19 feet long and 18" deep (Point B, Enclosures 2 and 3). The nose was then forced up into the air. The engine separated from the airframe at this point and the initial fire began. The aircraft heading at this point was approximately 095°.with the path of travel still at 055°. The wing rotation (right to left) continued. The airframe hit three medium size stumps and the stbd wing struck a tree while it traveled at approximately 2 feet above the ground (Point C, Enclosures 2 and 3). It began a tail downward movement and struck the ground again with the port wing tip and port horizontal stabilizer tip (Point E, Enclosures 2 and 3). At this time the aircraft began an over the port wingtip movement while dragging the tail section causing the aircraft nose to move back toward the flight path direction and rolling into an inverted attitude (Point F, Enclosures 2 and 3).

The airframe impacted a third time in the inverted position, nose

down and wings level (Point G, Enclosures 2 and 3). The heading was approximately 20° to the left of the flight path. The impact flattened the cockpit windscreen and smashed the canopy. Shortly after this impact the leading edge of the port wing stub dug into the ground causing the aircraft tail to flip up into the air (Scene F, Enclosure 3). The fuselage came to rest right side up on a heading of 150° relative to the flight path (Point J, Enclosures 2 and 3).

After separating from the airframe the engine travelled in the air for 241 feet and impacted a second time. After the second impact the engine rolled on it's cylinders for an additional 499 feet coming to rest 338 feet beyond the fuselage (Enclosure 2).

Tower personnel, the RDO, and the night space pilots were alerted to the crash by the explosion when the nose impacted (Enclosures 15 and 16). Crash vehicles were alerted and sent to the crash site (Enclosure 17 and 18). The crash vehicles and rescue personnel extinguished the fire in the fuselage upon arrival (Enclosure 19). The pilot's body was removed when the flight surgeon arrived. The secondary fires were then extinguished. Upon determination of a crash the night navigation launch was cancelled and the other airborne aircraft were landed at South Whiting Field without further event.

PART VI. DAMAGE TO AIRCRAFT

The aircraft received Alfa damage as a result of the crash and fire. Both outer wing panels and the outer five feet of each wing were torn from the aircraft (Enclosure 5). The starboard wing received major

damage on initial impact, with the outer part of the wing being curled up from the tip while absorbing the shock of the impact. The starboard outer wing panel and outer portion of the wing separated from the aircraft when it impacted in the inverted position (scene G Enclosure 3). The port wing received major damage on the second impact. The aircraft hit on the wingtip folding the aileron under the wing, then tearing the outer wing panel off the aircraft. The wing sustained further damage as the airframe vaulted over the wing. The port wing stub also dug into the ground on the third impact.

The empenage section was torn, dented and scraped throughout but remained relatively intact.and undeformed with the exception of the port horizontal stabilizer. The port horizontal stabilizer was curled under from the tip on the second impact. The entire section with the exception of the control cables was separated from the fuselage as the aft part of the fuselage was twisted on the second impact (Enclosure 7).

The fuselage forward of the rear cockpit was destroyed first by impact and then by fire (Enclosure 6). At the initial nose impact the propeller broke off the engine and the engine separated from the fuselage. Most of the cowling pieces went with the engine and were strewn along the engine's path. The fuselage was dented along the port side when the aircraft hit a fence and three stumps. The empenage section was torn loose from the torque forces developed as the port horizontal stabilizer was curled under (Enclosure 7). The top forward portion of the aircraft and the canopy received major damage on the third impact as the aircraft hit inverted about 20° nose low. The windscreen and canopy were smashed

and shattered. The nosewheel well separated at this point and was thrown forward. Damage sustained on the final impact is considered minimal except for excessive "g" loads experienced as the aircraft hit. This impact caused the instrument panels to break loose, the landing gear to slip from the uplocks, and the aft canopy frame to break away from the fuselage.

The fire first started on nose impact. The explosion that occured was primarily burning fuel from the starboard wing. The fire followed the aircraft to it's final position where it consumed the entire front cockpit area reducing it to ashes except for heavy steel parts. The engine and cowling did not catch fire or show evidence of burning (Enclosure 4).

PART VII THE INVESTIGATION AND ANALYSIS

(b) (5) [redacted] The aircraft first struck the top 18 inches of a tree that was approximately 85 feet tall. 237 feet later the starboard wing tip touched down indicating a 20° dive angle. The angle of bank at this touchdown is estimated at 30°. Parts from the aircraft indicated only the manner in which the aircraft broke up on it's successive impacts. [redacted]

(b) (5) [redacted]

The investigation of the cockpit area revealed the following:

1. The pilot's shoulder harness lock was in the unlocked position.

2. The canopy handle was in the normal open position (rear cockpit), but the canopy remained closed.

3. The magneto switch was near the off position (rear cockpit).

4. The flap handle was in the down position (rear cockpit).

5. All other switches were in their normal positions.

(b) (5)

[redacted]

(b) (5)

[redacted]

(b) (5)

[redacted]

(b) (5)

[redacted]

(b) (5)

[redacted]

(b) (5)

[redacted]

(b) (5)

[redacted]

PART VIII CONCLUSIONS

(b) (5)

[redacted]

PART IX RECOMMENDATIONS

(b) (5)

[redacted]

1. OVERHAUL ACTIVITY	2. REPORT NO.	3. DATE OF D/I	4. ASSEMBLY NOMENCLATURE AND PART NO.	ENGINE
NAVAIREWORKFAC PNCLA	667	8-21-67	SPARK PLUG AC-271	

5. ASSEMBLY (Model)	6. ASSEMBLY (Serial)	7. ASSEMBLY MFR	8. DATE REMOVED	9. REMOVED FROM (Eng Mod)	10. REMOVED FROM (Eng Ser)
AC-271		70040		R1820-86A	BL520333

11. TOTAL HRS SINCE NEW *	12. HRS SINCE LAST O/H	13. DATE LAST O/H	14. LAST OVERHAUL ACTIVITY	15. NO. PREV O/H'S	16. AIRCRAFT (Model)	17. AIRCRAFT (BUNO)
					T-28C	140655

18. OPERATING ACTIVITY	19. FUR - EFR - AAR - I/FH/DA	20. REASON FOR REMOVAL AND CODE
VT-2	AAR 1-68A	Accident/Incident Damage 4B

21. FINDINGS
[ ] D NO DISCREPANCY
[ ] B BASIC (MFR/DESIGN) DISCREPANCY
[ ] N NON-BASIC (MAINT/OPER) DISCREPANCY
[ ] F FOREIGN OBJECT DAMAGE

22. PRIMARY PART FAILURE (Part No.) | COND. | ZONE

23. DISCREPANT PARTS (Part No.) | COND.

24. PERTINENT BULLETINS, CHANGES, ETC., INCORPORATED

NUMBER	YES	NO

25. DESCRIPTION OF FINDINGS (Include name and part no. of primary part failure) (BELOW)

*Information not available.
NASCRPNCLA CONTROL NR R1820-8-68

COPY TO: NASC (AIR-4113) NATSF PHILA
" (AIR-5362) CNATRA
" (AIR-4041) CNABATRA
NAVAIRSYSCOMREP PNCLA NAAS WHITING FLD IMA
NASTECHREP WOODRIDGE TRARON TWO
NAVAVNSAFECEN PLANNING-MATERIAL

PRIORITY

27. CONCLUSIONS

Spark plugs were operating satisfactorily prior to accident.

28. RECOMMENDATIONS

29. [X] PRIORITY DIR	REQUESTED BY	REFERENCE	33. SNEB 114	APPLICABLE	INCORPORATED
	NASER PNCLA	Msg 101424Z Aug 67			X

30. SIGNATURE H. YESNES

31. TITLE Weapons Engineering Department Head

32. DATE 28 Aug 1967

DISASSEMBLY AND INSPECTION REPORT NAVWEPS FORM 6730/2 (11-61) REPORT SYMBOL NAVWEPS 6730-2

26. Description of Findings.

(b) (5)

[redacted]

70808101

1. OVERHAUL ACTIVITY	2. REPORT NO.	3. DATE OF D/I	4. ASSEMBLY NOMENCLATURE AND PART NO.	ENGINE
NAVAIREWORKFAC PNCLA	668	8-21-67	MAGNETO MIS-9F-301	

5. ASSEMBLY (Model)	6. ASSEMBLY (Serial)	7. ASSEMBLY MFR	8. DATE REMOVED	9. REMOVED FROM (Eng Mod)	10. REMOVED FROM (Eng Ser)
S9LU-6	2G6307	01843	UNKNOWN	R1820-86A	BL520333

11. TOTAL HRS SINCE NEW	12. HRS SINCE LAST O/H	13. DATE LAST O/H	14. LAST OVERHAUL ACTIVITY	15. NO. PREV O/H'S	16. AIRCRAFT (Model)	17. AIRCRAFT (BUNO)
	131	AUG-66	NAVAIREWORKFAC PNCLA		T-28C	140655

18. OPERATING ACTIVITY	19. PUR - EPR - AAR - I/FH/OA	20. REASON FOR REMOVAL AND CODE
VT-2	AAR 1-68A	Accident/Incident Damage 4B

21. FINDINGS
[0] [X] NO DISCREPANCY
[B] [ ] BASIC (MFG/DESIGN) DISCREPANCY
[N] [ ] NON-BASIC (MAINT/OPER) DISCREPANCY
[F] [ ] FOREIGN OBJECT DAMAGE

22. PRIMARY PART FAILURE (Part No.) | COND. | ZONE

23. DISCREPANT PARTS (Part No.) | COND.

26. DESCRIPTION OF FINDINGS (Include name and part no. of primary part failure)

*Accessory Card not available.
NASCRPNCLA CONTROL NR R1820-8-68

COPY TO: NASC (AIR-4113)
" (AIR-5362)
" (AIR-4041)
NAVAIRSYSCOMREP PNCLA
NASTECHREP WOODRIDGE
NAVAVNSAFECEN
NATSF PHILA
CNATRA
CNABATRA
NAAS WHITING FLD IMA
TRARON TWO
PLANNING-MATERIAL

24. PERTINENT BULLETINS, CHANGES, ETC., INCORPORATED

NUMBER	YES	NO

27. CONCLUSIONS

Magneto was operating satisfactorily prior to accident.

28. RECOMMENDATIONS

PRIORITY

29. [X] PRIORITY DIR	REQUESTED BY	REFERENCE	25. SPEC 114		
	NASCR PNCLA	Msg 101424Z Aug 67		APPLICABLE	X
				INCORPORATED	

30. SIGNATURE	31. TITLE	32. DATE
H. YESNES	Weapons Engineering Department Head	28 Aug 1967

DISASSEMBLY AND INSPECTION REPORT BAVWEPS FORM 4730/2 (11-61) REPORT SYMBOL BUWEPS 4730-2

1. OVERHAUL ACTIVITY	2. REPORT NO.	3. DATE OF D/I	4. ASSEMBLY NOMENCLATURE AND PART NO.	(163) ENGINE
NAVAIREWORKFAC Pensacola	660	8/22/67		X

5. ASSEMBLY (Model)	6. ASSEMBLY (Serial)	7. ASSEMBLY MFR	8. DATE REMOVED	9. REMOVED FROM (Eng Mod)	10. REMOVED FROM (Eng Ser)
R1820-86A	520333	66640	8/10/67		

11. TOTAL HRS SINCE NEW	12. HRS SINCE LAST O/H	13. DATE LAST O/H	14. LAST OVERHAUL ACTIVITY	15. NO. PREV O/H'S	16. AIRCRAFT (Model)	17. AIRCRAFT (BUNO)
2471	135	12/17/66	NAVAIREWORKFAC Pensacola	5	T-28C	140655

18. OPERATING ACTIVITY	19. FUR - EFD - AAR - I/FH/DA	20. REASON FOR REMOVAL AND CODE
TRARON TWO	AAR 1-68A	Accident/incident Damage 4B

21. FINDINGS: [ ] 0 NO DISCREPANCY [ ] B BASIC (MFG/DESIGN) DISCREPANCY [X] N NON-BASIC (MAINT/OPER) DISCREPANCY [ ] F FOREIGN OBJECT DAMAGE

22. PRIMARY PART FAILURE (Part No.) | COND. | ZONE

23. DISCREPANT PARTS (Part No.) | COND.

24. DESCRIPTION OF FINDINGS (Include name and part no. of primary part failure)

NAVAIRSYSCOM PNCLA CONTROL NR R1820-8-68 REFERS

TO: NATSF

CC: NAVAIRSYSCOM (AIR 4113) NAAS WHITING IMA
NAVAIRSYSCOM (AIR 5362)
NAVAIRSYSCOM (AIR 4041)
NAVAIRSYSCOMREP PNCLA
NAVAIRSYSCOMTECHREP WOODRIDGE
NAVAVNSAFECEN
CNATRA
CNABATRA
TRARON TWO

PRIORITY

25. PERTINENT BULLETINS, CHANGES, ETC. INCORPORATED

NUMBER	YES	NO

27. CONCLUSIONS
See Below.

28. RECOMMENDATIONS
None

29. [X] PRIORITY DIR	REQUESTED BY	REFERENCE	29. USED 114	APPLICABLE	INCORPORATED
	NAVAIRSYSCOMREP Pensacola	101424Z AUG 67			X

30. SIGNATURE	31. TITLE	32. DATE
H. YESNES	Head Weapons Engineering Dept.	24 Aug 1967

DISASSEMBLY AND INSPECTION REPORT NAVWEPS FORM 4790/2 (11-61) REPORT SYMBOL NAVWEPS 4790-2

26. FINDINGS:

(b) (5)

[redacted]

708081--

1. OVERHAUL ACTIVITY	2. REPORT NO.	3. DATE OF D/I	4. ASSEMBLY NOMENCLATURE AND PART NO.	(163)	ENGINE
NAVAIREWORKFAC Pensacola	663	8/21/67	Propeller		

5. ASSEMBLY (Model)	6. ASSEMBLY (Serial)	7. ASSEMBLY HPR	8. DATE REMOVED	9. REMOVED FROM (Eng Mod)	10. REMOVED FROM (Eng Ser)
43D50-321	202029	73030		R-1820-86A	B1520333

11. TOTAL HRS SINCE NEW	12. HRS SINCE LAST O/H	13. DATE LAST O/H	14. LAST OVERHAUL ACTIVITY	15. NO. PREV O/H'S	16. AIRCRAFT (Model)	17. AIRCRAFT (BUNO)
2684	130	4/8/67	NAVAIREWORKFAC Pensacola	3	T-28	

18. OPERATING ACTIVITY	19. FUR - EFR - AAR - I/PH/OA	20. REASON FOR REMOVAL AND CODE
TRARON TWO	AAR-1-68A	Accident/Incident Damage 4B

21. FINDINGS

[ ] O NO DISCREPANCY
[ ] B BASIC (MFG/DESIGN) DISCREPANCY
[X] N NON-BASIC (MAINT/OPER) DISCREPANCY
[ ] F FOREIGN OBJECT DAMAGE

22. PRIMARY PART FAILURE (Part No.) | COND. | ZONE

23. DISCREPANT PARTS (Part No.) | COND.

26. DESCRIPTION OF FINDINGS (Include name and part no. of primary part failure)

NAVAIRSYSCOMREP PNCLA CONTROL NUMBER R1820-8-68 REFERS

TO: NATSF PHILA

CC: NAVAIRSYSCOM (AIR-4105B)
NAVAIRSYSCOM (AIR-4041)
NAVAIRSYSCOM (AIR-4113)
NAVAIRSYSCOMREP PNCLA
NAVAVNSAFECEN
CNABATRA
CNATRA
NAVAIRSYSCOMTECHREP WOODRIDGE
TRARON TWO (AVSAF OFFICER)
TRARON TWO (A/C MAINT OFFICER)
NAVPLANTREPO, NAA COLUMBUS
DCASO, WINDSOR LOCKS
NAS PNCLA

24. PERTINENT BULLETINS, CHANGES, ETC., INCORPORATED

NUMBER	YES	NO

27. CONCLUSIONS

See below.

PRIORITY

28. RECOMMENDATIONS

None.

29. [X] PRIORITY DIR	REQUESTED BY	REFERENCE	25. SPEC 114	APPLICABLE		X
	NAVAIRSYSCOMREP PNCLA	1014242 AUG 67		INCORPORATED		

30. SIGNATURE	31. TITLE	32. DATE
H. YESNES	HEAD WEAPONS ENGINEERING DEPT.	24 Aug 1967

DISASSEMBLY AND INSPECTION REPORT NAVWEPS FORM 4790/2 (11-61) REPORT SYMBOL NAVWEPS 4790-2

26. FINDINGS:

(b) (5)

[redacted]

1. OVERHAUL ACTIVITY: NAVAIREWORKFAC Pensacola | 2. REPORT NO.: 662 | 3. DATE OF D/I: 8/21/67 | 4. ASSEMBLY NOMENCLATURE AND PART NO.: Fuel Pump TF-3500-4 (163) | ENGINE

5. ASSEMBLY (Model): AN4101-1 | 6. ASSEMBLY (Serial): TF-408779 | 7. ASSEMBLY MFR: 59-875 | 8. DATE REMOVED: 8/10/67 | 9. REMOVED FROM (Eng Mod): R-1820-86A | 10. REMOVED FROM (Eng Ser): BL520333

11. TOTAL HRS SINCE NEW: 1878 | 12. HRS SINCE LAST O/H: 76 | 13. DATE LAST O/H: 5/31/67 | 14. LAST OVERHAUL ACTIVITY: AMD Whiting Field | 15. NO. PREV O/H'S: 3 | 16. AIRCRAFT (Model): T-28 | 17. AIRCRAFT (BUNO):

18. OPERATING ACTIVITY: VT-2 | 19. FUR - EFR - AAR - I/PH/SA: AAR-1-68A | 20. REASON FOR REMOVAL AND CODE: Accident/Incident Damage 4B

21. FINDINGS: [O] [X] NO DISCREPANCY | [B] BASIC (MFG/DESIGN) DISCREPANCY | [N] NON-BASIC (MAINT/OPER) DISCREPANCY | [F] FOREIGN OBJECT DAMAGE

22. PRIMARY PART FAILURE (Part No.) | COND. | ZONE

23. DISCREPANT PARTS (Part No.) | COND.

24. PERTINENT BULLETINS, CHANGES, ETC., INCORPORATED: NUMBER | YES | NO

26. DESCRIPTION OF FINDINGS (Include name and part no. of primary part failure)

NAVAIRSYSCOMREP PNCLA CONTROL NO. R1820-8-68 REFERS.

TO: NATSF PHILA

CC: NAVAIRSYSCOM (AIR 4105B)
NAVAIRSYSCOM (AIR 4041)
NAVAIRSYSCOM (AIR 4111)
NAVAIRSYSCOMREP PNCLA
NAVAVNSAFECEN
CNABATRA
CNATRA
NAS PNCLA
TRARON TWO (AVSAF OFFICER)
TRARON TWO (A/C MAINT OFFICER)
NAVPLANTREPO NAA COLUMBUS DIVISION
DCASO CLEVELAND OHIO (TRW)
NAVAIRSYSCOMTECHREP WOODRIDGE

PRIORITY

27. CONCLUSIONS

None.

28. RECOMMENDATIONS

None.

29. [X] PRIORITY DIR | REQUESTED BY: NAVAIRSYSCOMREP Pensacola | REFERENCE: 101424Z AUG 67 | SPCS 114: APPLICABLE [ ] INCORPORATED [X]

30. SIGNATURE: H. YESNES | 31. TITLE: HEAD WEAPONS ENGINEERING DEPT. | 32. DATE: 24 Aug 1967

DISASSEMBLY AND INSPECTION REPORT NAVWEPS FORM 4790/2 (11-61) REPORT SYMBOL NAVWEPS 4790-2

26. FINDINGS:

(b) (5) [redacted]

1. OVERHAUL ACTIVITY	2. REPORT NO.	3. DATE OF D/I	4. ASSEMBLY NOMENCLATURE AND PART NO.		ENGINE
NAVAIREWORKFAC Pensacola	661	8/21/67	Propeller Governor HS-4G10-3	(163)	

5. ASSEMBLY (Model)	6. ASSEMBLY (Serial)	7. ASSEMBLY MFR	8. DATE REMOVED	9. REMOVED FROM (Reg Bud)	10. REMOVED FROM (Reg Ser)
	WH-85003 CT54-476	66503	8/10/67	1820-86A	BL520333

11. TOTAL HRS SINCE NEW	12. HRS SINCE LAST O/H	13. DATE LAST O/H	14. LAST OVERHAUL ACTIVITY	15. NO. PREV O/H'S	16. AIRCRAFT (Model)	17. AIRCRAFT (BUNO)
1832	132	3/29/67	AMD WHITING FIELD		T-28	

18. OPERATING ACTIVITY	19. FDR - EFR - AAR - I/FH/DA	20. REASON FOR REMOVAL AND CODE
TRARON TWO	AAR 1-68A	Accident/Incident Damage AR

21. FINDINGS: [O] NO DISCREPANCY; [B] BASIC (MFG/DESIGN) DISCREPANCY; [N X] NON-BASIC (MAINT/OPER) DISCREPANCY; [F] FOREIGN OBJECT DAMAGE

22. PRIMARY PART FAILURE (Part No.) | COND. | ZONE

23. DISCREPANT PARTS (Part No.) | COND.

26. DESCRIPTION OF FINDINGS (Include name and part no. of primary part failure)

NAVAIRSYSCOMREP PNCLA CONTROL NUMBER R1820-8-68 REFERS

TO: NATSF PHILA

CC: NAVAIRSYSCOMREP PNCLA
TRARON TWO (A/C MAINT OFFICER)
TRARON TWO (AVSAF OFFICER)
NAVAIRSYSCOMHQ
NAVAVNSAFECEN
NAVAIRSYSCOMTECHREP WOODRIDGE
CNATRA
DCASO, WINDSOR LOCKS
CNABATRA
(AIR 4041)
(AIR 4105B)
(AIR 4113)
NAVPLANTREPO, NAA COLUMBUS
NAS PNCLA

24. PERTINENT BULLETINS, CHANGES, ETC., INCORPORATED

NUMBER	YES	NO

27. CONCLUSIONS

See below.

PRIORITY

28. RECOMMENDATIONS

None.

29. [X] PRIORITY DIR	REQUESTED BY	REFERENCE	25. ORED 114	APPLICABLE	INCORPORATED
	NAVAIRSYSCOMREP Pensacola	101424Z AUG 67			X

30. SIGNATURE	31. TITLE	32. DATE
H. YESNES	Head Weapons Engineering Dept.	24 Aug 1967

DISASSEMBLY AND INSPECTION REPORT NAVWEPS FORM 4730/2 (11-61) REPORT SYMBOL NAVWEPS 4730-2

---

26. FINDINGS:

(b) (5)

[redacted]

SUPPLEMENTARY REPORT

USNAAS, WHITING FIELD, MILTON, FLORIDA, T-28, BUNO 140655,

8 August 1967, KAUFMAN, Mark Richard.

R 11-9-67